

a plan to fulfill the needs of a growing
metropolitan community for:

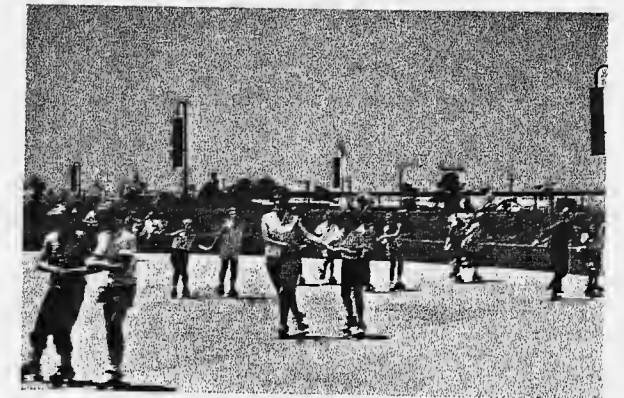
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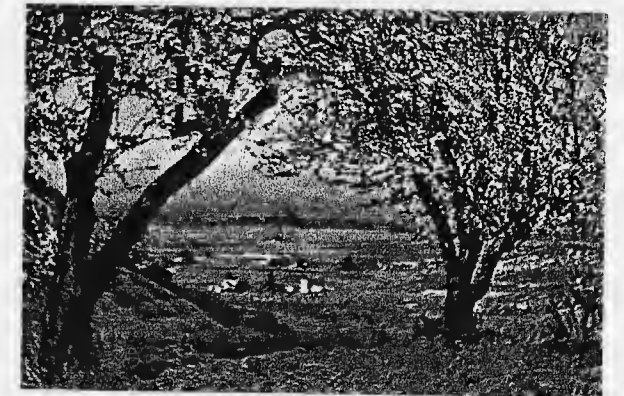
PARKS



RECREATION



AND OPEN SPACE



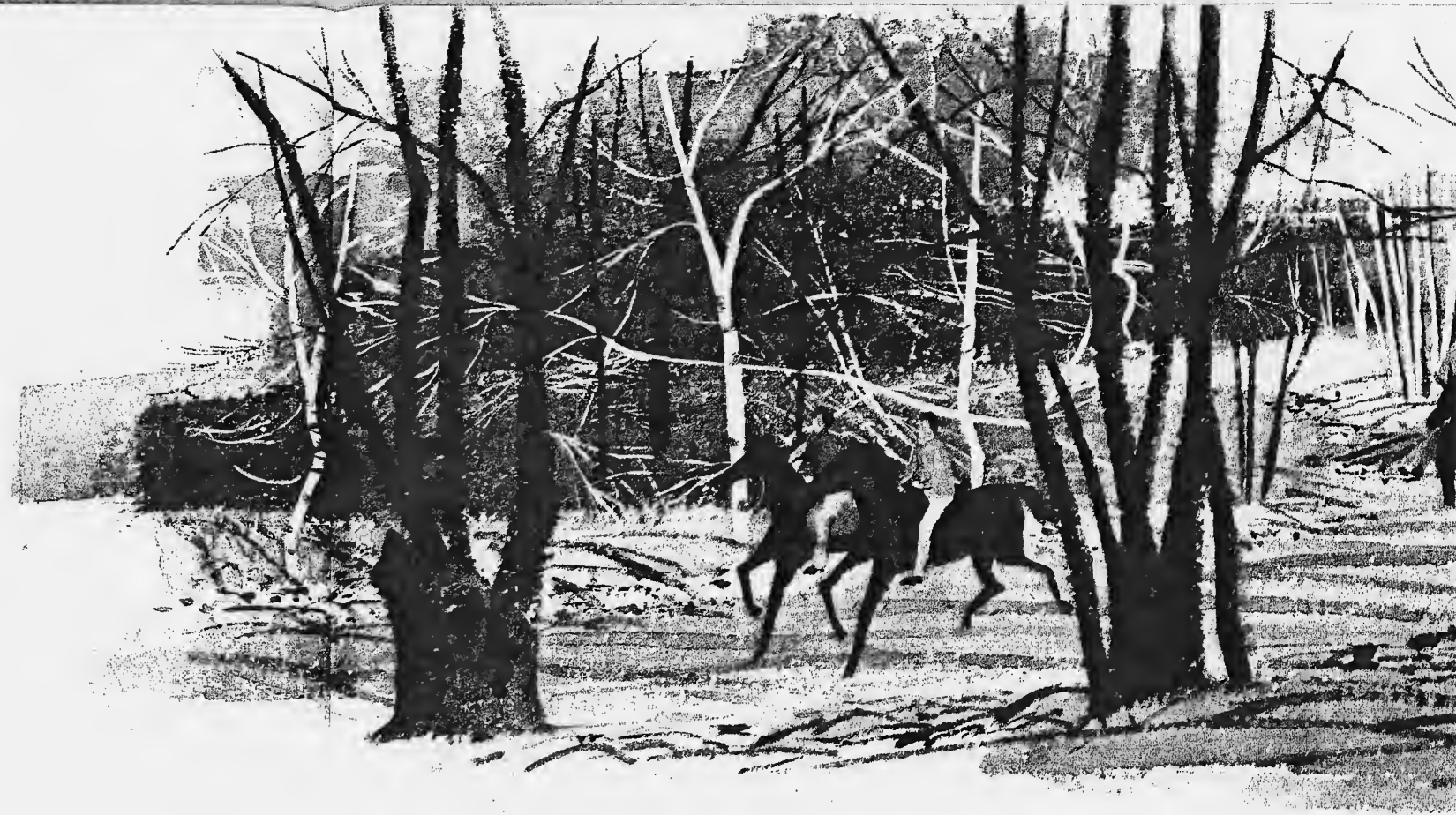
County of Santa Clara Planning Commission
Civic Center, San Jose, California. February, 1959

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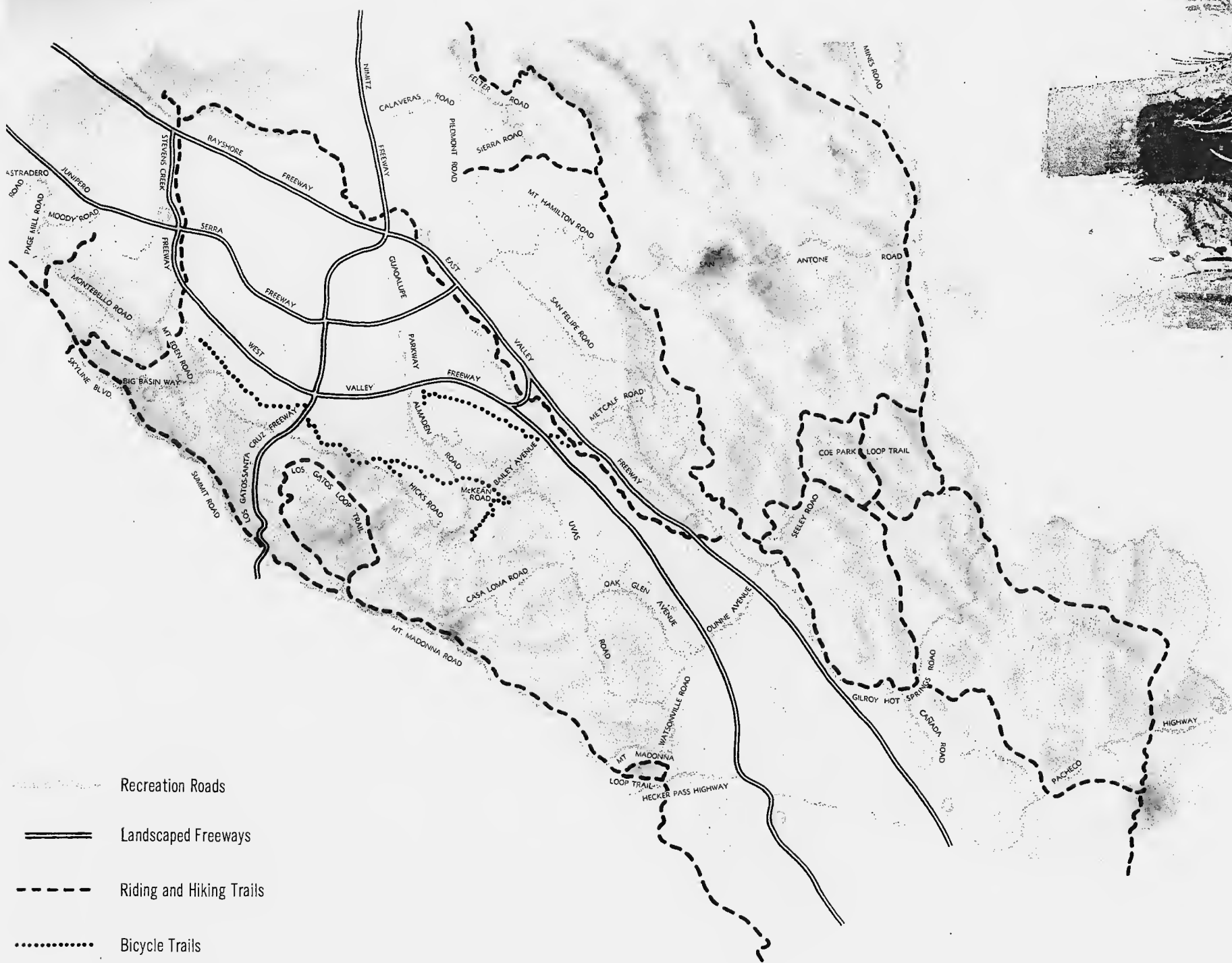


- Recreation Roads
- Landscaped Freeways
- Riding and Hiking Trails
- Bicycle Trails
- Roadside Rests



RECREATION ROADS AND TRAILWA

All of us have a need for adventure. And even though we can no longer find it in a strange new land, we can experience a measure of adventure as long as there is a road around the bend. The plan proposes a system of riding and hiking trails which pass through the hills. Along these trails parks provide overnight camping facilities at intervals of a day's hiking distance. As a part of the State of California's system of riding and hiking trails, many of the main trails pass through the hills. The unfolding scene can also be enjoyed from an automobile. The Sunday afternoon ride is an American form of recreation. The recreation roads proposed here serve not only to connect the hills with the city but also to provide a delightful and varied country. A few short miles from urbanization one can find the flavor of the West one hundred years ago. The scenic values of these roads deserve our support. "Landscaped freeways" give even the speeding thru-motorist the opportunity of passing through the hills. Given this designation by the State Division of Highways, it is planned according to landscape. From the encroachment of unsightly roadside development. Before the state will declare a road scenic, each city along the way to enact regulations protecting the roadside against billboard advertising. Roadside rests along the main highways and along some recreation roads will provide a pause for relaxation or for eating a picnic lunch in a beautiful setting. Trails suitable for bicycling groups are suggested along water conservation canal rights-of-way, and on a gentle gradient, cyclists can ride and enjoy panoramic views of the hills.



RECREATION ROADS AND TRAILWAYS

All of us have a need for adventure. And even though we can no longer in a strange new land, we can experience a measure of adventure as long as there is a trail around the bend. The plan proposes a system of riding and hiking trails which pass through the. Along these trails parks provide overnight camping facilities at intervals of a day's hiking distance or less. As a part of the State of California's system of riding and hiking trails, many of the main trails proposed. The unfolding scene can also be enjoyed from an automobile. The Sunday afternoon American form of recreation. The recreation roads proposed here serve not only to connect parks, delightful and varied country. A few short miles from urbanization one can find, also, with the flavor of the West one hundred years ago. The scenic values of these roads deserve our strong "Landscaped freeways" give even the speeding thru-motorist the opportunity of passing through a pleasant given this designation by the State Division of Highways, it is planted according to landscape a from the encroachment of unsightly roadside development. Before the state will declare a road a "I each city along the way to enact regulations protecting the roadside against billboards and. Roadside rests along the main highways and along some recreation roads invite pause for relaxation or for eating a picnic lunch in a beautiful. Trails suitable for bicycling groups are suggested along water conservation canal rights-of-way. traffic, and on a gentle gradient, cyclists can ride and enjoy panoramic views

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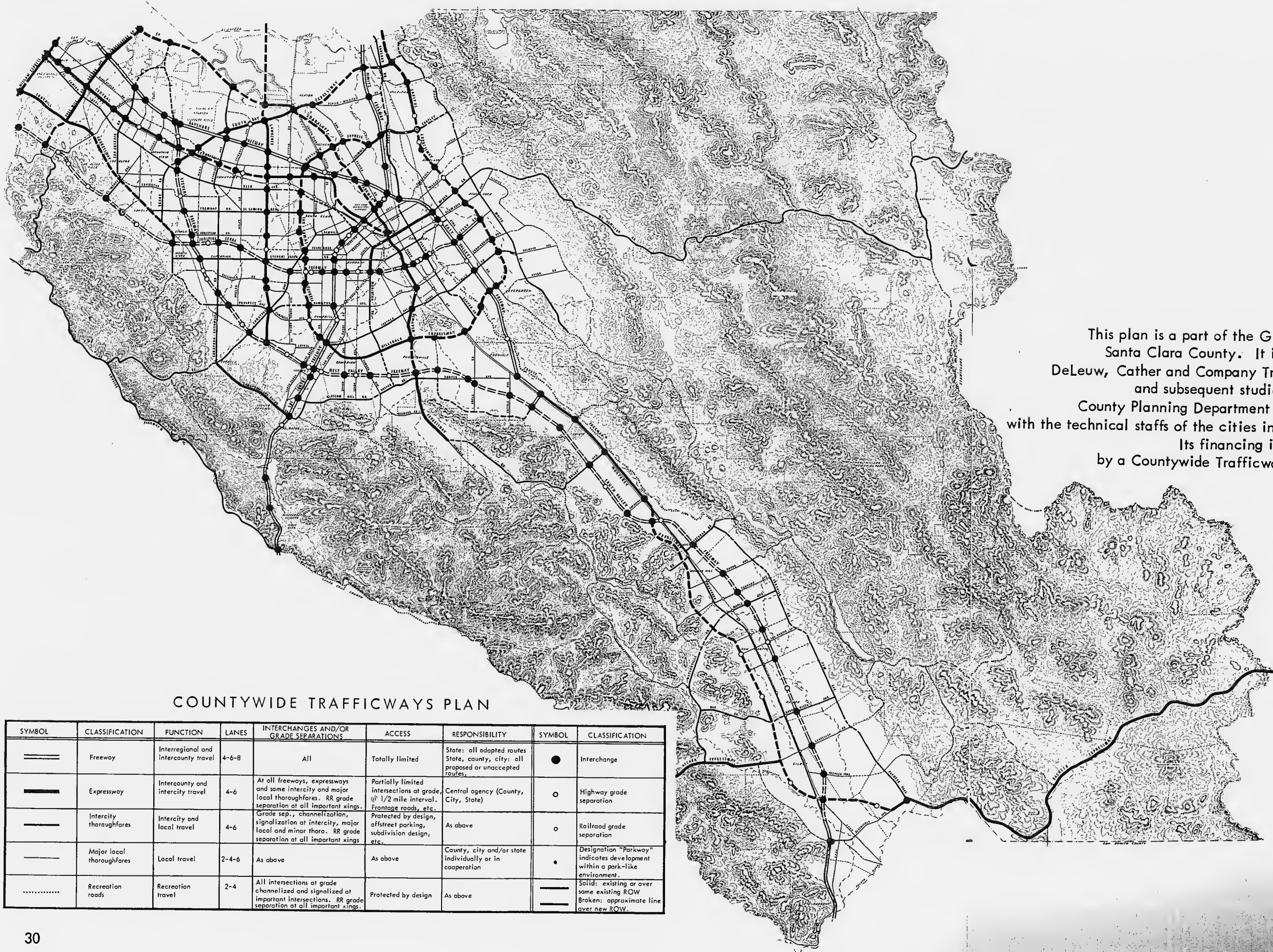
SANTA CLARA PLANNING DEPARTMENT 20 west rosa street, san jose, california



FACTS AND FORECASTS
a supplement to the general plan of santa clara county

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Oct 24 1960



PROSPECTS: HC

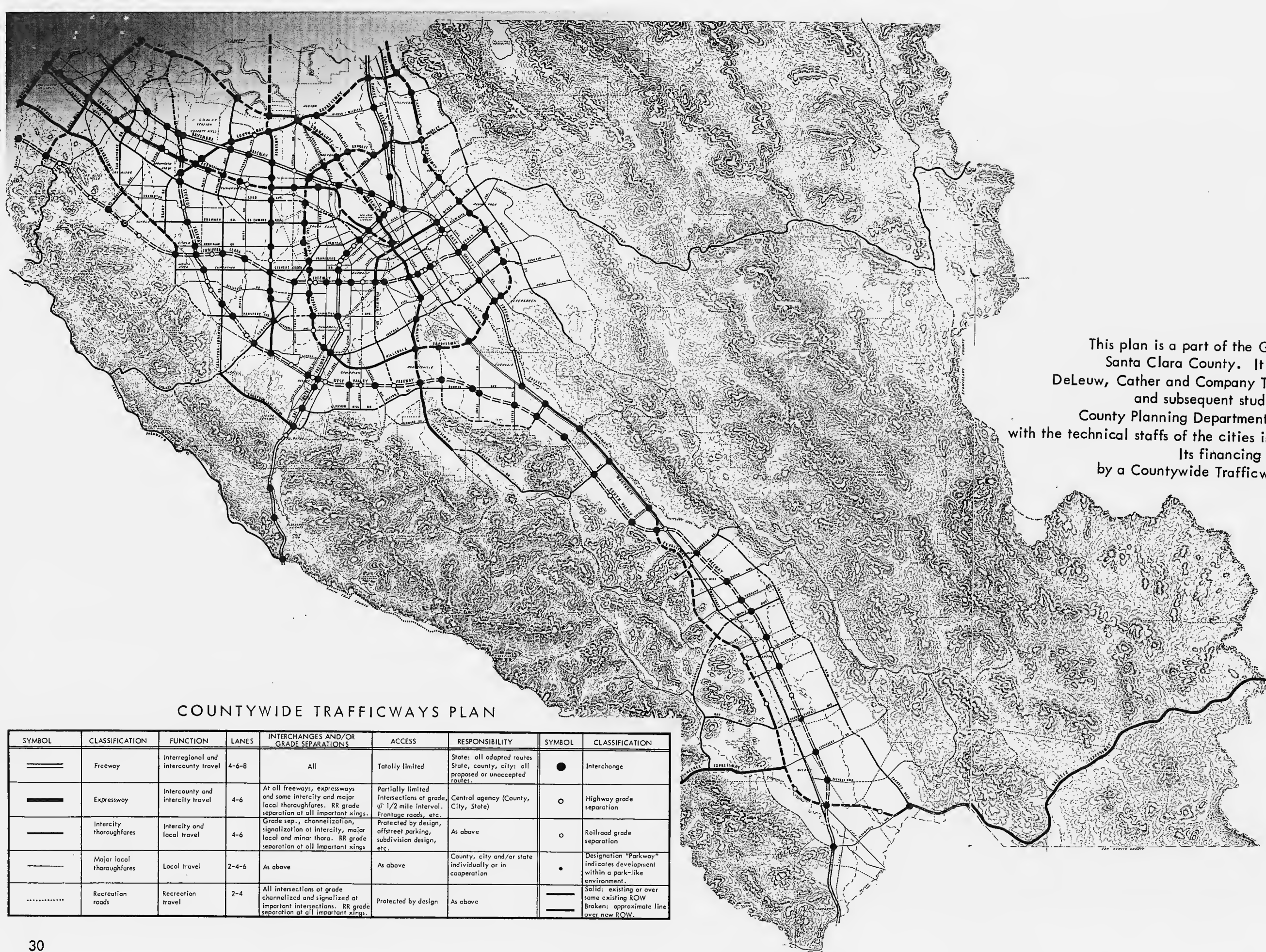
Transportation technology we will move from travel has developed of surface transportation new ways of travel the form of the car come, we can have efficient way products rather than supply

As population and trafficways show The General Plan for movement of structure. Even efficiencies in the car of this system in been accepted as all the freeways a good start should bond issue will show Major trafficways a supplementary to this network is di

The development future, should encourage rounding communities airports in the near Integration of the early farmlands, cities areas.

Water transportation and in Santa Clara in the county's San facilities for ocean

Rail transportation means of moving railroads can best to adjacent land other traffic should



COUNTYWIDE TRAFFICWAYS PLAN

SYMBOL	CLASSIFICATION	FUNCTION	LANES	INTERCHANGES AND/OR GRADE SEPARATIONS	ACCESS	RESPONSIBILITY	SYMBOL	CLASSIFICATION
	Freeway	Interregional and intercounty travel	4-6-8	All	Totally limited	State: all adopted routes State, county, city: all proposed or unaccepted routes.		Interchange
	Expressway	Intercounty and intercity travel	4-6	At all freeways, expressways and some intercity and major local thoroughfares. RR grade separation at all important xings.	Partially limited Intersections at grade, @ 1/2 mile interval. Frontage roads, etc.	Central agency (County, City, State)		Highway grade separation
	Intercity thoroughfares	Intercity and local travel	4-6	Grade sep., channelization, signalization at intercity, major local and minor thoroughfares. RR grade separation at all important xings.	Protected by design, offstreet parking, subdivision design, etc.	As above		Railroad grade separation
	Major local thoroughfares	Local travel	2-4-6	As above	As above	County, city and/or state individually or in cooperation		Designation "Parkway" indicates development within a park-like environment.
	Recreation roads	Recreation travel	2-4	All intersections at grade channelized and signalized at important intersections. RR grade separation at all important xings.	Protected by design	As above		Solid: existing or over same existing ROW Broken: approximate line over new ROW.

This plan is a part of the General Plan for Santa Clara County. It is based on the DeLeuw, Cather and Company Trafficways Plan and subsequent studies made by the County Planning Department in cooperation with the technical staffs of the cities in the county. 11 Its financing is being studied by a Countywide Trafficways Committee.

PROSPECTS: HOW

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